

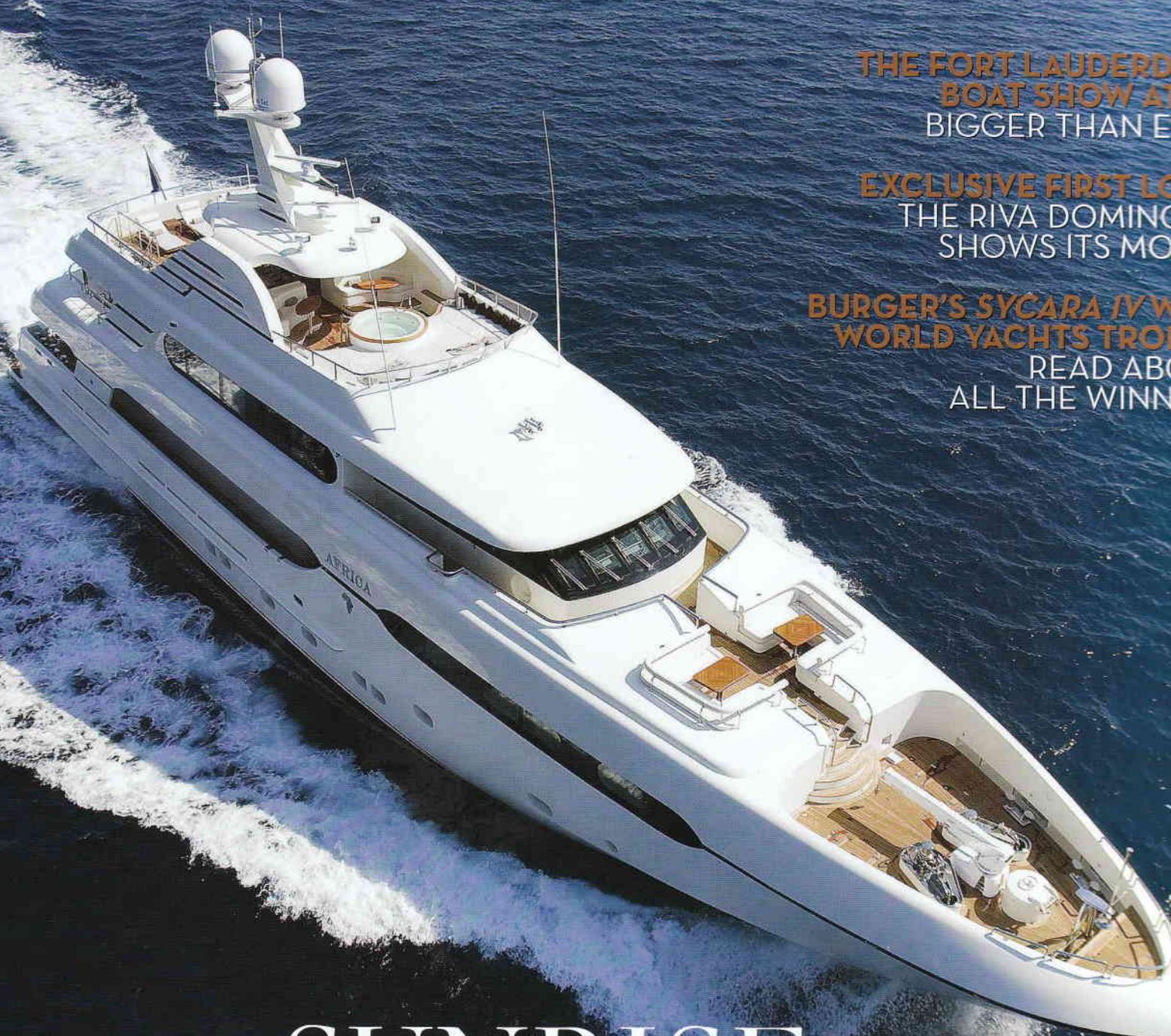
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THE FORT LAUDERDALE
BOAT SHOW AT
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helping to fulfill cost-effectively and efficiently the ships' maintenance needs, inside and outside the shipyard.

The same minute attention at all production levels is evident in the steelwork facilities. Recently, the shipyard has upgraded from underwater plasma to dry plasma and laser cutting. Dry plasma is used for thicker materials and laser for everything else. Particular care goes into the fine points of the welding process, while piping is designed, fabricated and welded on site. Lürssen also hosts an interesting three-year apprenticeship program aimed at young people, preparing a new generation of highly skilled workers. In the new outfitting shed we had the opportunity to steal a glance at project *Josi*. Again Lürssen was very insistent on that need for discretion that is such a big part of the German shipyard's personality. The boat will be 85m, designed by German Frers with Bannenberg interiors. Delivery is expected in 2010. Other yachts are also in the works with delivery dates as far out as 2013. Lemwerder also accommodates boats of the Lürssen fleet for refitting work – among the latest winter's guests were the 236' *Coral Island* (72 meters), the *Al Salamah* and *Shergar*. Lürssen-Aumund, on the north bank, boasts a large graving dock, which allows the building of yachts in excess of 490' and an adjacent floating dock 721' long. *Rising Sun* was built here. If the yard ever were to face limits, they won't be due to a lack of infrastructure. Lürssen, which already owned the pier, bought the rest of

The Lürssen-Rendsburg facility with its new floating dock and Apoise (68m) lying alongside

the facility from the now defunct Bremen Vulkan yard; one immense crane rusting on the other side of the river is a silent witness to the risky nature of enterprise. The shipyard is ideal for refit work.

Lying in the floating dock is the imposing *Darius*, a 110m (361') yacht designed by Tim Heywood. It features the green boat concept Lürssen introduced with *Dilbar*, which uses hybrid electric and diesel power and particle filters to minimize fossil fuel consumption. The yacht nearly eliminates visible emissions while loitering around a mooring and before leaving silently. Interiors are by Terence Disdale and Glenn Pushelberg. *Darius*, having completed its sea trials, was awaiting a last paint coat prior to an expected fall delivery. The Lürssen staff protects zealously any big yacht under construction in the graving dock; we hope to be able to provide more details on the project soon. Despite the uncertain times it is difficult to argue with the spirit that lingers among the elegant boats waiting to be launched. "We are in the entertainment business", Breman says. "We must cater to the hedonist. After all, let us not forget it, yachting is fun!" ●

LÜRSEN SPOTTED THE TREND TOWARDS "GIGANTISM" EARLY ON AND JOINED A SMALL CLUB OF SHIPYARDS ABLE TO BUILD SUPERYACHTS OF THE FINEST QUALITY